

227403

**ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.**
ATTORNEYS AT LAW

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JOSEPH M. WEILER
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DANIEL W. CROW**
MICHELLE L. MILLER

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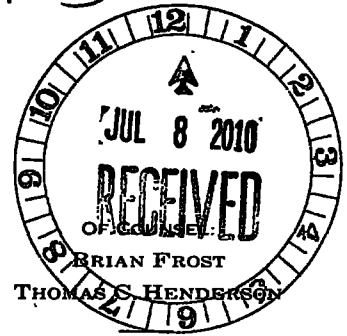
July 8, 2010

Ms. Cynthia Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings

JUL 8 2010

Part of
Public Record



*LL.M., TAXATION
**LICENSED TO PRACTICE IN
KANSAS AND MISSOURI

Re: STB Docket No. AB-1053, Michigan Air-Line Railway Co.-
Abandonment Exemption-Line in Oakland County, Michigan

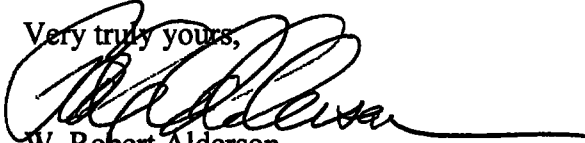
Dear Ms. Brown:

Pursuant to the Board's exemption procedures for abandonments and discontinuances of service for rail lines with no local traffic for at least two years (49 C.F.R. 1152.50), I am enclosing an original and eleven copies of a verified Abandonment Notice of Exemption on behalf of the Michigan Air-Line Railway Co. A check, payable to the Surface Transportation Board in the amount of \$3,700.00, is enclosed in payment of the filing fee.

Please acknowledge receipt and filing of this Notice of Exemption by date stamping the enclosed 11th copy and returning it to the courier who delivers the Notice of Exemption for filing in your office. The courier will then return that date-stamped copy to me.

Thank you for your assistance in this matter. If there are any questions concerning this filing, please contact me by telephone at (785) 232-0753 or by email at the email address shown above.

Very truly yours,


W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.

WRA:bjb
Enclosures

cc: R. Robert Butler
Dirk H. Beckwith, Esq.

ORIGINAL



**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053 X

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

FILED

JUL 8 - 2010

**SURFACE
TRANSPORTATION BOARD**

FEE RECEIVED

JUL 8 - 2010

**SURFACE
TRANSPORTATION BOARD**

W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
2101 S.W. 21st Street
Topeka, Kansas 66604
Tel: (785) 232-0753
Fax: (785) 232-1866
Counsel for Michigan Air-Line Railway Co.

Dated: July 8, 2010

**ENTERED
Office of Proceedings**

JUL 8 2010

**Part of
Public Record**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**



STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

The Michigan Air-Line Railway Co. ("MAL Railway") submits the following notice of exemption pursuant to 49 CFR Part 1152, Subpart F, Exempt Abandonments and Discontinuances of Service and Trackage Rights, for an exempt abandonment of approximately 2.37 miles of rail line located entirely in West Bloomfield Township, Oakland County, Michigan (the "Line"). In accordance with the informational requirements set forth at 49 CFR 1152.50(d), MAL Railway provides the following:

Proposed Consummation Date: 49 CFR 1152.50(d)(2)

The abandonment will be consummated on or after August 27, 2010 (50 days after filing the notice of exemption).

Certification: 49 CFR 1152.50(b)

MAL Railway certifies that the Line satisfies the criteria for abandonment under the exemption provisions at 49 CFR Part 1152, Subpart F. See Verification of R. Robert Butler – Michigan Railway Air-Line Co., attached hereto and made part hereof as Exhibit A.

Additional Information Required: 49 CFR 1152.22(a)(1)-(4),(7)-(8) and (e)(4)

(a)(1) The railroad's exact name is Michigan Air-Line Railway Co.

(a)(2) MAL Railway is a Class III common carrier by railroad subject to 49 U.S.C. Subtitle IV. See Michigan Air-Line Railway Co. – Acquisition and Operation Exemption – Rail Line of Coe Rail, Inc., STB Finance Docket No. 34902 (Service Date: July 24, 2006).

(a)(3) MAL Railway proposes to abandon approximately 2.37 miles of its rail line (“Line”) located entirely in West Bloomfield Township, Oakland County, Michigan, the legal description of which is as follows: A rail corridor, generally 50.0 feet in width, the centerline of which intersects the northeasterly right-of-way line of Arrowhead Road in Section 21, Town 2 North, Range 9 East of the 6th P.M., and which extends westerly through Sections 21, 20, 19 and 30, Town 2 North, Range 9 East of the 6th P.M., to its intersection at Engineer’s Profile Station 2389+72 with the west line of Haggerty Road, Town 2 North, Range 8 East of the 6th P.M., with the length of said centerline being 2.37 miles, more or less, and with said rail corridor containing 15.54 acres, more or less. MAL Railway proposes to abandon the Line in order to effectuate an agreement with the Parks & Recreation Commission of West Bloomfield Township, Oakland County, Michigan (“WBPRC”), whereby WBPRC has agreed, once the Line is abandoned, to purchase the Line’s right-of-way for use as a recreational trail. See Exhibit C.

(a)(4) Detailed maps showing the location of the Line are attached hereto as Exhibit B. There are two maps comprising Exhibit B and identified as Exhibit B-1 and Exhibit B-2. Exhibit B-1 shows the expansive areas of wetlands and woodlands adjoining the Line, and it also shows the suburban residential character of the land surrounding the Line. Exhibit B-2 shows the entirety of MAL Railway’s rail line in Oakland County, Michigan, marked in yellow, and it shows the proximity of the rail line to other recreational trails. This map is contained in the Michigan Air-Line Railway Trailway Master Plan 2009-2014, which was prepared by the Commerce, Walled Lake, Wixom Trailway Management Council. This map illustrates the potential future use of the entirety of MAL Railway’s railroad right-of-way in Oakland County, Michigan as a recreational trail.

(a)(7) The representative of MAL Railway to whom correspondence regarding this abandonment should be sent is:

W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
2101 S.W. 21st Street
Topeka, Kansas 66604
Tel: (785) 232-0753
Fax: (785) 232-1866

(a)(8) The Line lies entirely within U.S. Postal Service Zip Codes 48322 and 48323.

(e)(4) MAL Railway has undertaken no separate analysis to determine the Line's suitability for use for other public purposes. However, as discussed above in Part (a)(4), MAL Railway has agreed to sell the Line's right-of-way, upon abandonment of the Line, to WBPRC. MAL Railway is not aware of any restriction on the title to the Line's right-of-way, which would affect the transfer of title or the use of the property for other than rail purposes. Specifically, MAL Railway is unaware of any impediment or restriction of title that would bar the use of the Line's right-of-way for the public purpose of recreational trail use.

Labor Protections

The interests of affected railroad employees, if any, will be protected by the conditions discussed in Oregon Short Line Railroad Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

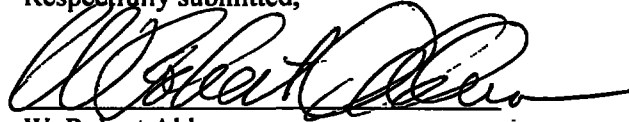
Attached hereto as Exhibit D are the Certificates of Service and Publication pursuant to the notice requirements of 49 CFR 1152.50(d)(1), 1105.11 and 1105.12.

Environmental and Historic Report

As stated above, MAL Railway certifies that it has complied with the service requirements of 49 CFR 1105.11, which, in turn, is evidence of MAL Railway's compliance with the advance notice requirements applicable to Environmental and Historic Reports, as set forth at 49 CFR 1105.7 and 1105.8. Moreover, MAL Railway's Environmental and Historic Report, reflecting the feedback and input of agencies consulted in the process, is attached hereto as

Exhibit E. In the event that MAL Railway receives information from the entities with which MAL Railway has consulted that is responsive to the Environmental and Historic Report subsequent to the filing of its Notice of Exemption, MAL Railway will promptly advise the Board of any such additional information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "W. Robert Alderson", written over a horizontal line.

W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
2101 S.W. 21st Street
Topeka, Kansas 66604
Tel: (785) 232-0753
Fax: (785) 232-1866

Attorney for Michigan Air-Line Railway Co.

July 8, 2010

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

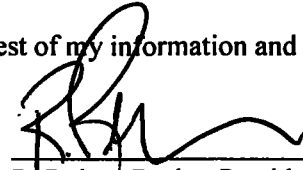
**EXHIBIT A
VERIFICATION**

VERIFICATION

I, R. Robert Butler, President of Michigan Air-Line Railway Co. ("MAL Railway"), hereby verify and certify that no local traffic has moved over the following MAL Railway line (located entirely in West Bloomfield Township, Oakland County, Michigan) for the past two years: A line ("Line"), consisting of a rail corridor, the centerline of which extends from its intersection with the northeasterly right-of-way line of Arrowhead Road in Section 21, Town 2 North, Range 9 East of the 6th P.M., to its intersection with the west line of Haggerty Road at Engineer's Profile Station 2389+72, Town 2 North, Range 8 East of the 6th P.M. I also hereby verify and certify that there is no overhead traffic on the Line that has been, or would need to be, rerouted as a result of the proposed abandonment. I further verify and certify that no formal complaint filed by a user of rail service on the Line (or filed by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the U.S. Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the said two-year period. I also certify that I am duly authorized to make this verification.

Further, I hereby verify that the information contained in the foregoing abandonment Notice of Exemption is true and correct to the best of my information and belief.

Dated: July 8, 2010



R. Robert Butler, President
Michigan Air-Line Railway Co.

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

EXHIBIT B

MAPS

Michigan Air-Line Railway Acquisition

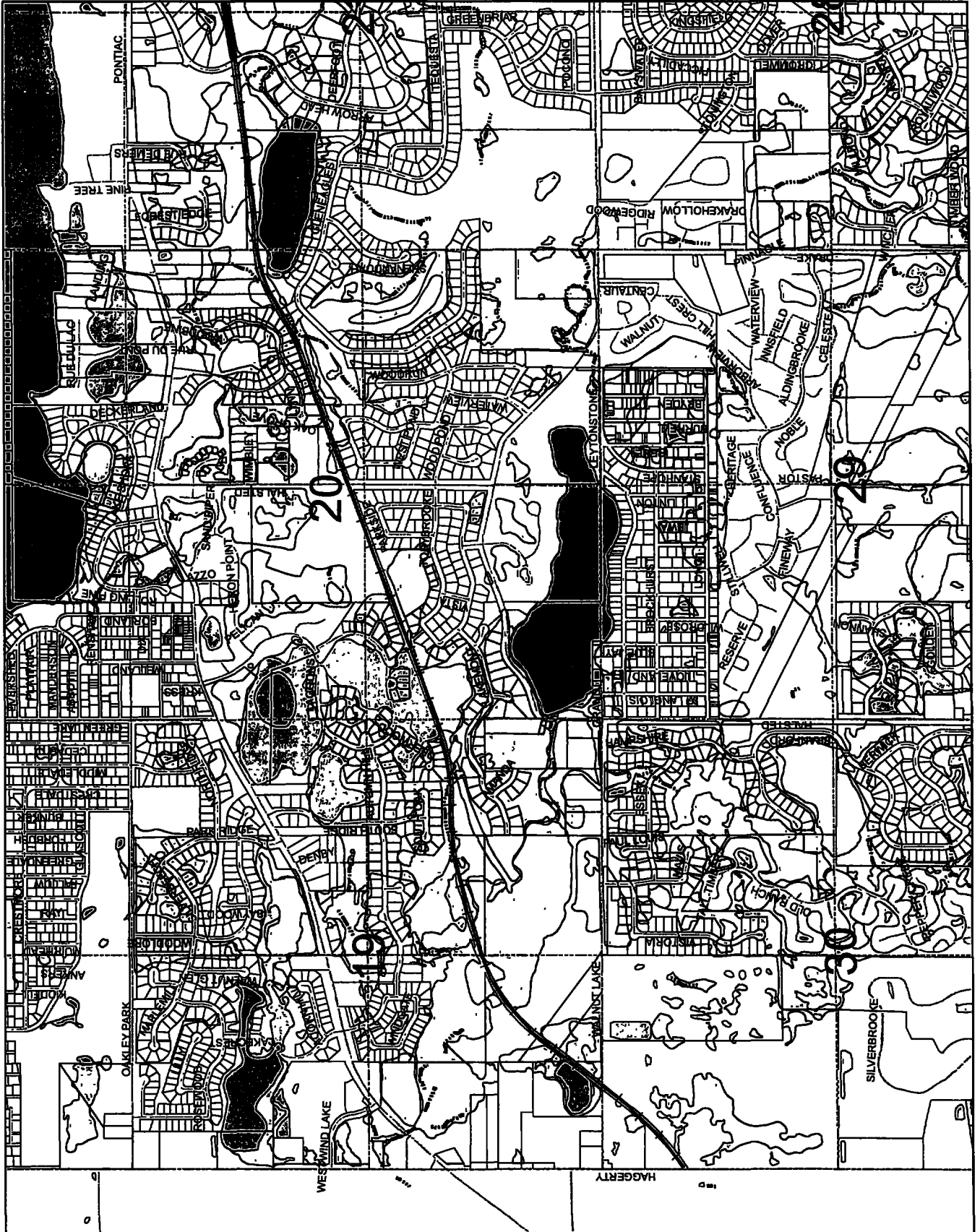


Legend	
Existing Trail	—
Railroad	—+—
Stream	~~~~~
Road Centerline	—
Parcel Lines	—
Sediment	▨
Ponds	▤
Retention, detention	▥
Wetlands	▦
Woodlands	▧
Lakes	▩

4

0 285 570 1,140 Feet

This map was created by Cindy Summerfield, GIS Specialist for West Bloomfield IT Dept.





**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

EXHIBIT C

**LETTER FROM PARKS AND RECREATION
COMMISSION OF WEST BLOOMFIELD
TOWNSHIP, OAKLAND COUNTY, MICHIGAN**



June 7, 2010

Mr. Marty Ramsey
Michigan Air-Line Railway Company
7160 S. 29th Street
Suite 3
Lincoln, NE 68516

RECEIVED

JUN 21 2010

ALDERSON, ALDERSON, WEILER
CONKLIN, BURGHART & CROW, L.L.C.

*Celebrating
Award-Winning
Excellence*

4640 Walnut Lake Road
West Bloomfield, MI
48323

248.451.1900
Fax 248.738.2529

RE: Acquisition of Michigan Air-Line Railway Corridor within West Bloomfield Township, Michigan

Dear Mr. Ramsey,

This letter is to acknowledge that the West Bloomfield Parks and Recreation Commission (WBP&RC) is actively pursuing the acquisition of the portion of the Michigan Air-Line Railway that lies within West Bloomfield Township. This portion runs from Arrowhead Road westerly to Haggerty Road.

The WBP&RC is supportive of an abandonment proceeding to be filed with the Surface Transportation Board (STB) by the Michigan Air-Line Railway Company, for this portion of its line, as the abandonment will enable WBP&RC to purchase the line.

The WBP&RC has received grant funding to assist with this purchase from both the Michigan Natural Resources Trust Fund and the Michigan Department of Transportation Enhancement Fund Program.

This acquisition has been identified within our master recreation plan and will be developed into a multi-use trail that will extend our existing 4.25 mile rail-trail to the western boundary of our township.

If you have any questions regarding this project, please contact me at 248-451-1906.

Sincerely Yours,

Daniel J. Navarre
Director
West Bloomfield Parks and Recreation Commission

Commission Members
Merv Aronoff
Maxine Brickner
Margie Fiszman-Kirsch
Carol A. Hack
Larry Horowitz
Adam S. Littman
Gerald J. Sukenic

Daniel J. Navarre, Director

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

EXEMPTION NOTICE

EXHIBIT D

**CERTIFICATIONS OF
SERVICE/PUBLICATION**

Certificate of Service

49 CFR 1152.50(d)(1) – Notice

I certify that, in accordance with the advance notice provisions of 49 CFR 1152.50(d), Michigan Air-Line Railway Co. has given written notice of its intent to use the notice of exemption procedures to abandon and to discontinue service over approximately 2.37 miles of rail line located entirely in West Bloomfield Township, Oakland County, Michigan. Specifically, on June 18, 2010, I caused written notice (an example of which is attached hereto as Attachment 1) to be served on the following:

Michigan Public Service Commission
P.O. Box 30221
Lansing, Michigan 48909

SDDC TEA
Attn: MTT-SA
Dave Dorfman
709 Ward Drive, Bldg. 1990
Scott Airforce Base, Illinois 62225

Charlie Stockman
Rivers, Trails and Conservation Assistance Program
National Park Service
1201 Eye St., NW, Suite 550B
Washington, DC 20005

U.S. Forest Service
1400 Independence Ave., S.W.
Washington, D.C. 20250-0003

June 18, 2010



W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
2101 S.W. 21st Street
Topeka, Kansas 66604
(785) 232-0753
Attorney for Michigan Air-Line Railway Co.

June 18, 2010

Michigan Public Service Commission
P.O. Box 30221
Lansing, MI 48909

Re: *Michigan Air-Line Railway Co. – Abandonment Exemption –
Line In Oakland County, MI*, STB Docket No. AB-1053

To Michigan Public Service Commission:

On or after July 8, 2010, Michigan Air-Line Railway Co. ("MAL Railway") expects to file with the U.S. Surface Transportation Board ("STB") a Notice of Exemption pursuant to 49 CFR 1152.50, Subpart F, seeking to abandon approximately 2.37 miles of rail line (the "Line") located entirely in West Bloomfield Township, Oakland County, Michigan, extending westerly from the northeasterly right-of-way line of Arrowhead Road to Engineer's Profile Station 2389+72 on the west right-of-way line of Haggerty Road. The Line traverses territory included in United States Postal Service Zip Codes 48322 and 48323.

Pursuant to the STB's regulations at 49 CFR Part 1105, MAL Railway has prepared and will file with the STB an Environmental and Historic Report describing the proposed action and any expected environmental and historic effects. In preparation of this report, MAL Railway is seeking your input and comment. At this time and based on information in MAL Railway's possession, MAL Railway does not anticipate that any adverse environmental or historic effects would result from the proposed abandonment. Likewise, based on information in MAL Railway's possession, the Line does not contain federally granted rights-of-way. Any documentation in MAL Railway's possession will be made available promptly to those requesting it. Attached to the enclosed report as Exhibits 1-1 and 1-2 are maps which identify the proposed project.

If you wish to offer any information in response to the enclosed Environmental and Historic Report, or if you have any questions regarding the proposed rail line abandonment, please contact MAL Railway's representatives, W. Robert Alderson of the law firm of ALDERSON, ALDERSON, WEILER, CONKLIN, BURGHART & CROW, L.L.C., 2101 S.W. 21st Street, Topeka, Kansas 66604; by facsimile at (785) 232-1866; by e-mail at boba@aldersonlaw.com; or by telephone at (785) 232-0753; or Dirk H. Beckwith of the law firm

of FOSTER, SWIFT, COLLINS & SMITH, P.C., 32300 Northwestern Highway, Suite 230, Farmington Hills, Michigan 48334; by facsimile at (248) 538-3618; by e-mail at dbeckwith@fosterswift.com; or by telephone at (248) 539-9918. If you have any questions about the STB's environmental review process, please review the regulations, contact me, Mr. Beckwith, or the STB's Section of Environmental Analysis ("SEA"), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001; TEL: (202) 245-0295 and refer to STB Docket No. AB 1053.

Very truly yours,

W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
Attorney for Michigan Air-Line Railway Co.

Enclosure

cc: Vicki Rutson, Director
Section of Environmental Analysis (SEA)
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Certificate of Compliance with Environmental and Historic Report Service Requirements

49 CFR 1105.11 – Distribution of Environmental and Historic Report

I certify that Michigan Air-Line Railway Co. has complied with the Environmental and Historic Report distribution requirements of 49 CFR 1105.7(b) and 1105.8(c), and with the related transmittal letter requirements of 49 CFR 1105.11. Specifically, on June 18, 2010, I caused a transmittal letter in the form prescribed at Section 1105.11 (an example of which is attached hereto as Attachment 2) and a copy of the subject Environmental and Historic Report (an example of which is appended hereto as Attachment 3) to be distributed to the following:

Greg Johnson, Chief Operations Officer
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909

Mr. Melvin Williams, Administrator,
Bureau of Aeronautics and Freight Services
Michigan Department of Transportation
Mail Code E030
2700 Port Lansing Road
Lansing, Michigan 48906

Rebecca A. Humphries, Director
Michigan Department of Natural Resources & Environment
P.O. Box 30473
Lansing, Michigan 48909

L. Brooks Patterson, County Executive
Oakland County
Executive Office Building – 41 West
2100 Pontiac Lake Road
Waterford, Michigan 48328-0409

Daniel J. Navarre, Director
West Bloomfield Parks and Recreation Commission
4640 Walnut Lake Road
West Bloomfield, Michigan 48323

Michigan Department of Commerce
P.O. Box 30242
Lansing, Michigan 48909

Bharat Mathur, Acting Regional Administrator
Region 5 – US Environmental Protection Agency
77 West Jackson Boulevard, Mailcode: R-19J
Chicago, Illinois 60604

Robert Kaplan, Director
Office of Regional Counsel
Region 5 – US Environmental Protection Agency
77 West Jackson Boulevard, Mailcode: R-19J
Chicago, Illinois 60604

US Fish & Wildlife Service
One Federal Drive, Room 630
BHW Federal Building
Fort Snelling, Minnesota 55111

Christine Dowhan-Bailey, District Counsel
U.S. Army Corps of Engineers
Detroit District
477 Michigan Avenue, Suite 659
Detroit, Michigan 48226-2523

Charlie Stockman
Rivers, Trails and Conservation Assistance Program
National Park Service
1201 Eye St., NW, Suite 550B
Washington, DC 20005

Dave White, Chief
Natural Resources Conservation Service
U.S. Department of Agriculture
1400 Independence Ave., SW, Room 5105-S
Washington, DC 20250

National Geodetic Survey
N/NGS12
1315 East-West Highway, #9202
Silver Spring, Maryland 20910-3282

Martha McFarlane-Faes
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
Lansing, Michigan 48909-8240

June 18, 2010



W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
Attorney for Michigan Air-Line Railway Co.

June 18, 2010

Melvin Williams, Administrator
Bureau of Aeronautics and Freight Services
Michigan Department of Transportation
Mail Code E030
2700 Port Lansing Road
Lansing, Michigan 48906

Re: *Michigan Air-Line Railway Co. – Abandonment Exemption –
Line In Oakland County, Michigan*, STB Docket No. AB-1053

Dear Mr. Williams:

On or after July 8, 2010, Michigan Air-Line Railway Co. ("MAL Railway") expects to file with the U.S. Surface Transportation Board ("STB") a Notice of Exemption pursuant to 49 CFR 1152.50, Subpart F, for MAL Railway to abandon approximately 2.37 miles of rail line (the "Line") located entirely in West Bloomfield Township, Oakland County, Michigan, extending westerly from the northeasterly right-of-way line of Arrowhead Road to Engineer's Profile Station 2389+72 on the west line of Haggerty Road. The Line traverses territory included in United States Postal Service Zip Codes 48322 and 48323. Enclosed is an Environmental and Historic Report describing the proposed abandonment and any expected environmental and historic effects. Attached to the report as Exhibits 1-1 and 1-2 are maps which identify the proposed project.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental and historical analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis ("SEA"), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001; TEL: (202) 245-0295 and refer to STB Docket No. AB-1053.

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to the SEA (at the address provided above) along with a copy to MAL Railway's representative (at the address provided below) would be appreciated within three weeks. Your comments will be considered by the STB in evaluating the environmental and/or historic preservation impacts, if any, of the contemplated action.

Melvin Williams
June 18, 2010
Page 2

Attachment 2
Page 2 of 2

If there are any questions concerning this proposal, please contact either W. Robert Alderson of the law firm of ALDERSON, ALDERSON, WEILER, CONKLIN, BURGHART & CROW, L.L.C., 2101 S.W. 21st Street, Topeka, Kansas 66604; by facsimile at (785) 232-1866; by e-mail at boba@aldersonlaw.com; or by telephone at (785) 232-0753; or Dirk H. Beckwith of the law firm of FOSTER, SWIFT, COLLINS & SMITH, P.C., 32300 Northwestern Highway, Suite 230, Farmington Hills, Michigan 48334; by facsimile at (248) 538-3618; by e-mail at dbeckwith@fosterswift.com; or by telephone at (248) 539-9918.

Very truly yours,

W. Robert Alderson
ALDERSON, ALDERSON, WEILER,
CONKLIN, BURGHART & CROW, L.L.C.
Attorney for Michigan Air-Line Railway Co.

Enclosure

cc: Vicki Rutson, Director
Section of Environmental Analysis (SEA)
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION –
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

In connection with the above-captioned proceeding, Michigan Air-Line Railway Co. (“MAL Railway”) intends to file a notice of exemption with the U.S. Surface Transportation Board (“STB” or “Board”) to abandon its rail line located in West Bloomfield Township, Oakland County, Michigan. In accordance with the requirements of 49 CFR 1105.7 (Environmental Reports) and 1105.8 (Historic Reports), which provisions apply to rail line abandonments (including, as is the case here, a rail line abandonment under the notice of exemption procedures at 49 CFR Part 1152, Subpart F), MAL Railway submits its consolidated Environmental and Historic Report.

**ENVIRONMENTAL REPORT
49 CFR 1105.7(e)(1)-(11)**

49 CFR 1105.7(e)(1) Proposed Action and Alternatives

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Michigan Air-Line Railway Co. ("MAL Railway") proposes to abandon approximately 2.37 miles of its rail line ("Line") located entirely in West Bloomfield Township, Oakland County, Michigan, extending westerly from Engineer's Profile Station 2250+20 at the west line of Arrowhead Road to Engineer's Profile Station 2389+72 at the west line of Haggerty Road. By utilizing the two-year-out-of-service notice of exemption procedures at 49 CFR 1152.50, MAL Railway anticipates that it will obtain authority to abandon the Line fifty (50) days after MAL Railway's notice of exemption is filed with the U.S. Surface Transportation Board ("Board") on or after July 8, 2010.

If the proposed abandonment is approved pursuant to the exemption notice, MAL Railway anticipates that it will remove or cause to be removed the rail and other salvageable materials from the Line's roadbed. Once abandonment of the Line has been approved by the Board, MAL Railway has agreed to sell the Line's right-of-way to the Parks & Recreation Commission of West Bloomfield Township, Oakland County, Michigan ("WBPRC"), for use as a recreational trail that adjoins the west end of the existing West Bloomfield Trail.

The only alternative to abandonment would be not to abandon the Line and allow it to remain an inactive MAL Railway asset. Because the Line has been inactive for some time, it has not been the subject of any regular maintenance. Accordingly, the proposed abandonment would not result in any material changes to MAL Railway's operations or maintenance practices.

Maps of the Line proposed to be abandoned are attached hereto as Exhibit 1-1 and Exhibit 1-2.

1105.7(e)(2) Transportation System

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

No passenger or freight traffic will be diverted to other modes as a result of the proposed abandonment. There have been no shipments or overhead traffic on the Line for more than two years. Hence, no rail passenger or freight traffic will be diverted to other modes of transportation as a result of the proposed action, and, accordingly, the proposed abandonment should have no adverse effects on regional or local transportation systems and patterns.

1105.7(e)(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

MAL Railway believes the proposed abandonment is consistent with existing local land use plans. In particular, it would appear that the proposed abandonment and subsequent sale of the Line's abandoned right-of-way to WBPRC for use as a recreational trail are entirely consistent with the Oakland County Trails Master Plan ("Master Plan") which was adopted by the Oakland County Parks & Recreation Commission on September 3, 2008. The land adjoining the entirety of the Line includes expansive areas of wetlands and woodlands. This is illustrated by the map attached as Exhibit 1-1. Attached hereto as Exhibit 2 are seven photographs (Exhibits 2-1 through 2-7) taken of selected segments of the Line and the land adjoining the Line. They illustrate the expansive areas of wetlands and woodlands adjoining the Line. Once it is acquired by WBPRC, the Line's abandoned right-of-way will be developed into a recreational trail which will adjoin the existing West Bloomfield Trail. This will partially eliminate the trail "gap" identified in the Master Plan, between the West Bloomfield Trail and the City of Wixom, Michigan.

A copy of this report will be sent to Oakland County, Michigan, along with a request for the County's review and comment. A copy of this report also will be sent to the WBPRC, along with a request for the WBPRC's review and comment.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

The proposed abandonment will take place within a residential suburban area (see Exhibits 2-3, 2-4 and 2-5), which includes sizable and wide-open expanses of wetlands and woodlands. This is illustrated by the map attached as Exhibit 1-1 and the photographs attached in Exhibit 2. As such, it is highly unlikely that there is any prime agricultural land that would be affected by the proposed abandonment. A copy of this report will be sent to the United States Department of Agriculture, Natural Resources Conservation Service ("USDA/NRCS") along with a request for its review and comment.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.

Based upon review of a Michigan Department of Natural Resources and Environment ("MDNRE") Coastal Zone Management Program map¹ and preliminary consultation with MDNRE Coastal Zone Program staff, MAL Railway understands that the Line does not pass through a designated coastal zone. A copy of this report will be sent to MDNRE along with a request for its review and comment.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.

MAL Railway has very good reason to believe that the subject right-of-way is suitable for other, non-transportation purposes, for the reasons set forth in response to Part 3(i), above. As stated above, if the subject abandonment is authorized by the Board, MAL Railway will sell and convey the abandoned right-of-way to the WBPRC, for use by a recreational trail.

1105.7(e)(4) Energy

¹ Available at http://www.michigan.gov/documents/deq/deq-ess-clm-CMPSTAFFMAP_225160_7.pdf.

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment involves a line of railroad that has not had any local or overhead traffic for well over two years. For this reason, the proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed abandonment will have no effect on overall energy efficiency.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not cause any such rail-to-motor carrier traffic diversions. As indicated above, there is no traffic on the Line, and thus none that would be diverted as a result of abandonment.

1105.7(e)(5) Air

(i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck-traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply.

The above thresholds will not be exceeded as a result of the proposed abandonment.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than

10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901(or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

To the extent that they apply in this case (an out-of-service rail line abandonment), the above thresholds will not be exceeded as a result of abandonment.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

1105.7(e)(6) Noise

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

None of the thresholds identified in item (5)(i) of this section will be exceeded.

1105.7(e)(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have no detrimental effects on public health and safety. There are at-grade, right-angle crossings of the Line at Haggerty Road, Walnut Lake Road and Halstead Road. If abandonment of the Line is approved by the Board, each of these crossings will be placed in a condition which satisfies requirements of the public authority having jurisdiction of the crossing. To the extent that the elimination of the rail crossings improves traffic flow and/or road conditions, then it may be said that the proposed abandonment would benefit public safety.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

In July, 2008, a Phase I environmental site assessment ("ESA") was conducted on the Line at the request of the WBPRC, as part of the Commission's due diligence that is required for accepting grant funds from the Michigan Natural Resources Trust Fund for the purchase of the Line's abandoned right-of-way from MAL Railway. The Phase I ESA was updated in 2010.

The Phase I ESA identified some stained soils along the Line, and based upon the Phase I ESA results, a limited (one soil boring) Phase II investigation was conducted in one stained location. The company conducting the limited Phase II ESA did not identify any other spills or releases anywhere along the Line other than the intermittent staining of the ties and ballast. The company conducting the limited Phase II ESA took soil and groundwater samples from the boring location. Laboratory analysis of the samples showed concentrations of aluminum, iron, arsenic, copper and selenium above clean-up criteria for residential land use. The presence of these substances above residential criteria classify this property as a "facility" under Michigan law. The company conducting the limited Phase II ESA attributes the staining along the Line as typical for long-term use as a railroad.

1105.7(e)(8) Biological Resources

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

MAL Railway does not believe that the proposed abandonment will have an adverse impact on endangered or threatened species or on any area designated as a critical habitat. In

connection with this issue, MAL Railway will send a copy of this report to the U.S. Fish and Wildlife Service, along with a request for the agency's review and comment.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

The area of land on both sides of Arrowhead Road, the eastern terminus of the Line, contains approximately 162 acres that constitute a nature preserve for both flora and fauna. Approximately 25 acres of the preserve abut the Line's right-of-way on the west side of Arrowhead Road. MAL Railway will notify the National Park Service of the proposed abandonment and, with that notification, will include a request for the agency's review of this report and comment upon it.

1105.7(e)(9) Water

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

MAL Railway is confident that the proposed abandonment will be accomplished in a manner consistent with applicable water quality standards. In connection with this matter, MAL Railway will notify MDNRE and the United States Environmental Protection Agency ("EPA") of the proposed abandonment, and, with that notification, will include a request for the agencies' review of this report and their comments upon it.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

MAL Railway believes that no permits under section 404 of the Clean Water Act would be required for the proposed abandonment. In connection with this issue, MAL Railway will send a copy of this report to the U.S. Army Corps of Engineers – Detroit District ("USACE"), along with a request for its input and comment upon the report.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

MAL Railway believes that no permits under section 402 of the Clean Water Act would be required for the proposed abandonment. Upon obtaining authority to abandon the Line, any track removal would be accomplished via access over the existing railroad right-of-way, along with existing access over the various public streets that cross the Line. MAL Railway does not intend, to the extent that it will salvage the track, to create any access roads to reach the various sections of the Line. In addition, MAL Railway does not intend to perform any activities that would cause sedimentation or erosion of the soil, and it does not anticipate any dredging or use of fill in removal of the track material. No debris will be discarded along the right-of-way as a result of salvage activities, nor will it be placed or deposited into streams or wetlands, or along the banks of such waterways. Any work along the right-of-way will be subject to appropriate measures to prevent or control spills from fuels, lubricants or any other pollutant materials. It is for all of the above reasons that MAL Railway does not believe that any permits under Section 402 of the Clean Water Act will be required.

As indicated in Section (9)(i), above, MAL Railway will be sending a copy of this report, along with a request for review and comment, to MDNRE and EPA.

1105.7(e)(10) Proposed Mitigation

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

There will be no adverse environmental impact within the subject project area as a result of the proposed rail line abandonment; therefore, mitigation will not be necessary.

1105.7(e)(11) Additional Information for Rail Construction

Not applicable.

HISTORIC REPORT
49 CFR 1105.8(d)(1)-(9)

1105.8(d) Proposed Action and Alternatives

The Board's rules governing Historic Reports require that such reports contain the same information regarding the "proposed action and alternatives" as is required by section 1105.7(e)(1) in connection with Environmental Reports. Because this document is a consolidated Environmental and Historic Report, detailed information concerning the "proposed action and alternatives" is set forth in the preceding Environmental Report section of this docket, and MAL Railway hereby incorporates by reference in the Historic Report the information provided above in response to the requirements of section 1105.7(e)(1).

1105.8(d)(1) Map

A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

See Exhibit 1-2. This map, along with a copy of the subject report, is being supplied to the Michigan State Historic Preservation Office for the agency's review and comment.

1105.8(d)(2) Description of Right-of-Way

A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

The Line's right-of-way is approximately 2.37 miles in length, and is generally 50 feet in width. The subject right-of-way includes three (3) at-grade crossings [see response to 1105.7(e)(7)]. The topography around the Line is generally flat and the surrounding area is residential suburban in character.

1105.8(d)(3) Photographs

Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area

There are no structures on the Line that are 50 years old or older.

1105.8(d)(4) Background Information on Structures of Interest

The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.

Not applicable.

1105.8(d)(5) History of Carrier Operations in the Area

A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.

As background information, MAL Railway had its origin shortly after the Civil War. It was a consolidation of the Michigan Air-Line Railroad Company and the Grand Trunk Railway Company of Indiana, with the Articles of Consolidation being dated July 14, 1868. Attached hereto as Exhibit 3 is a Historic Timeline reflecting the various changes in ownership and operations of MAL Railway to the present.

The Michigan Air-Line Railroad Company laid rails from Richmond to Romeo in 1869. In the 1870s, Michigan Air-Line Railroad was operated under agreement with Michigan Central Railroad, which eventually acquired a majority of the capital stock of Michigan Air-Line Railroad. The planned main line from Wiles to Richmond was never completed, due to financial problems and depression. This caused a segment of the line to become an isolated, dead-end branch line. The last part of the line was sold and then leased to a Company that went bankrupt in 1873, which resulted in the sale of the line at foreclosure and the reorganization of the company in 1875 as Michigan Air-Line Railway Co. The Michigan Air-Line Railway Co. was operated by its stronger shareholder, Grand Trunk Railway, which eventually merged into Canadian National Railroad and renamed as Grand Trunk Western Railway. Today, the only segment of the original Michigan Air-Line Railroad and Michigan Air-Line Railway Co. lines that have not been abandoned is the last segment from Wixom, Michigan to West Bloomfield

Township in Oakland County, Michigan. The proposed abandonment pursuant to exemption notice includes the eastern 2.37 miles of that segment.

1105.8(d)(6) Summary of Documents in MAL Railway's Possession

A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

Not applicable.

1105.8(d)(7) Opinion Regarding Historic Character of Structures

An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).

As reflected above, review of MAL Railway's records indicates that no structure exists on the Line that is more than 50 years old. MAL Railway also is unaware of any archeological resources or any other previously unknown historic properties.

1105.8(d)(8) Known Ground Disturbance or Environmental Conditions

A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

A portion of the Line was constructed on a series of cut and fills which appear to date back to the Line's original construction. (MAL Railway has no records to confirm that the subject cut and fills are original to the line, but it is MAL Railway's opinion that this is the case.) Over the years, track work and/or construction likely took place on the Line, while it was still in operation. Original track construction, and subsequent track work and maintenance may have disturbed the potential for recovery of archaeological resources along the Line. MAL Railway is not aware of any environmental conditions that would otherwise affect the archaeological recovery of resources.

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 1

MAPS

Michigan Air-Line Railway Acquisition

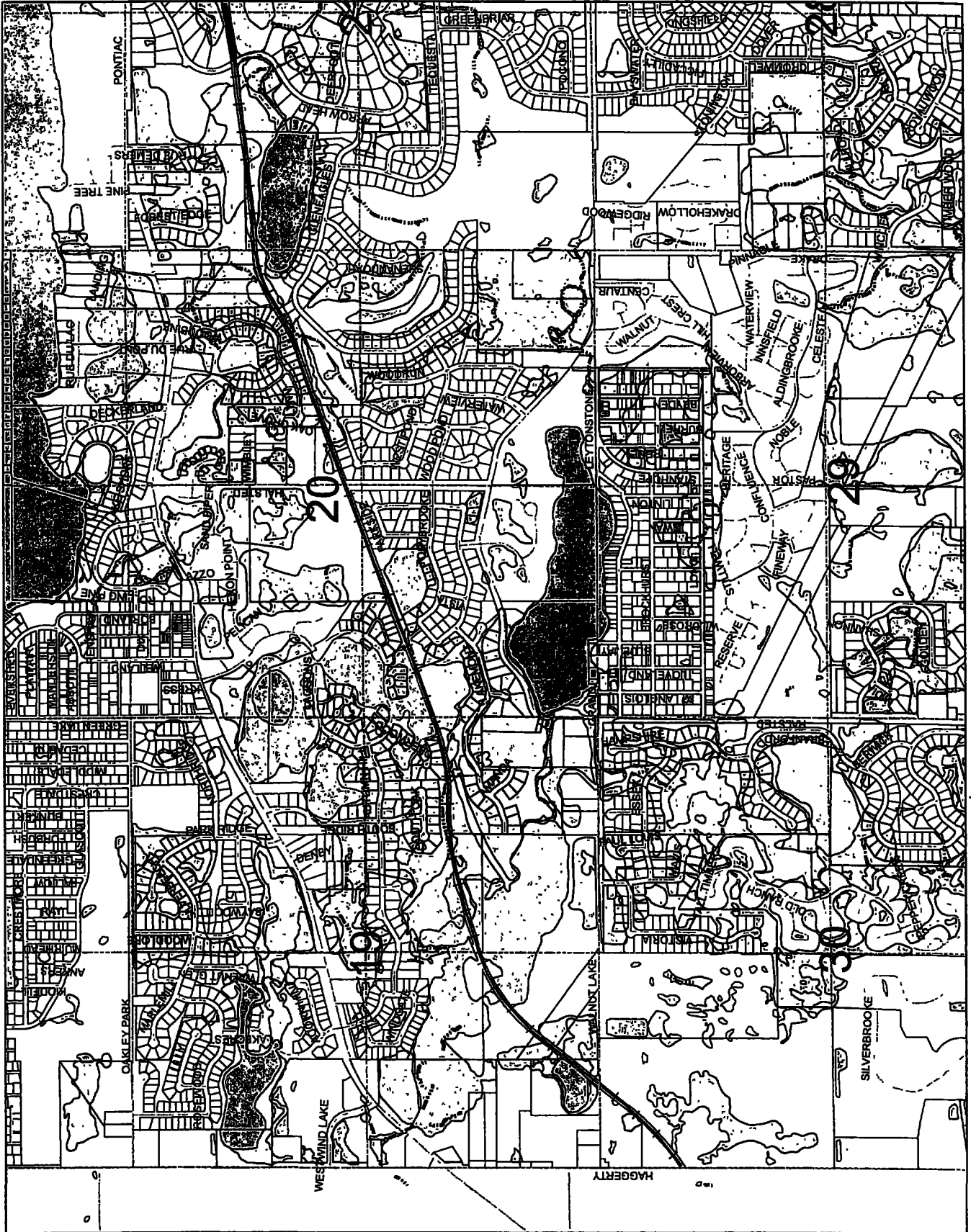


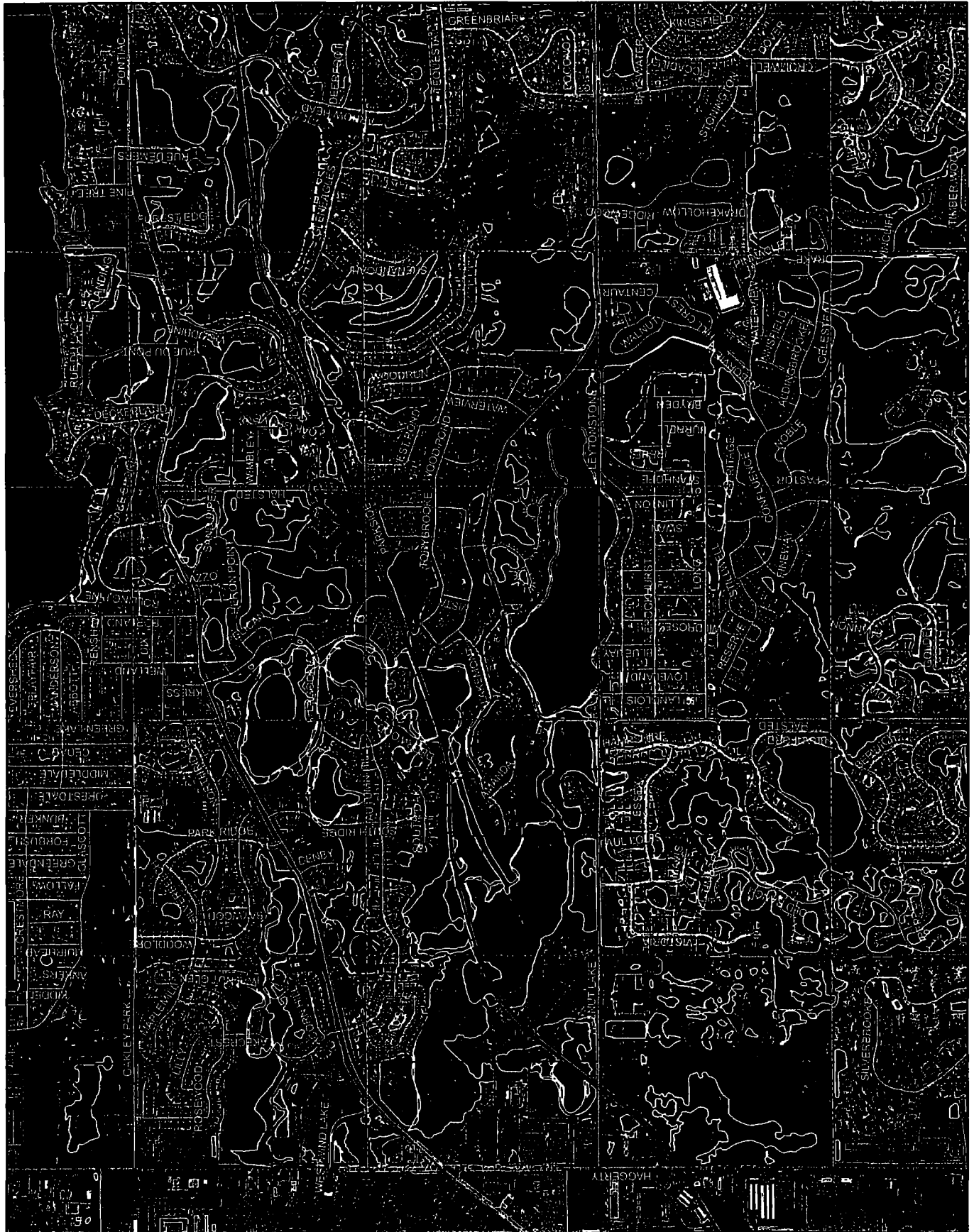
Legend	Existing Trail
	Railroad
	Stream
	Road Centerline
	Parcel Lines
	Sediment
	Ponds
	Retention/detention
	Wetlands
	Woodlands
	Lakes



0 285 570 1140 Feet

This map was created by Cindy Summerfield, GIS Specialist for West Bloomfield Twp





0 295 590 1,180 Feet

**This map was created
by Cindy Summerfield,
GIS Specialist for
West Bloomfield IT Dept**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 2

PHOTOGRAPHS

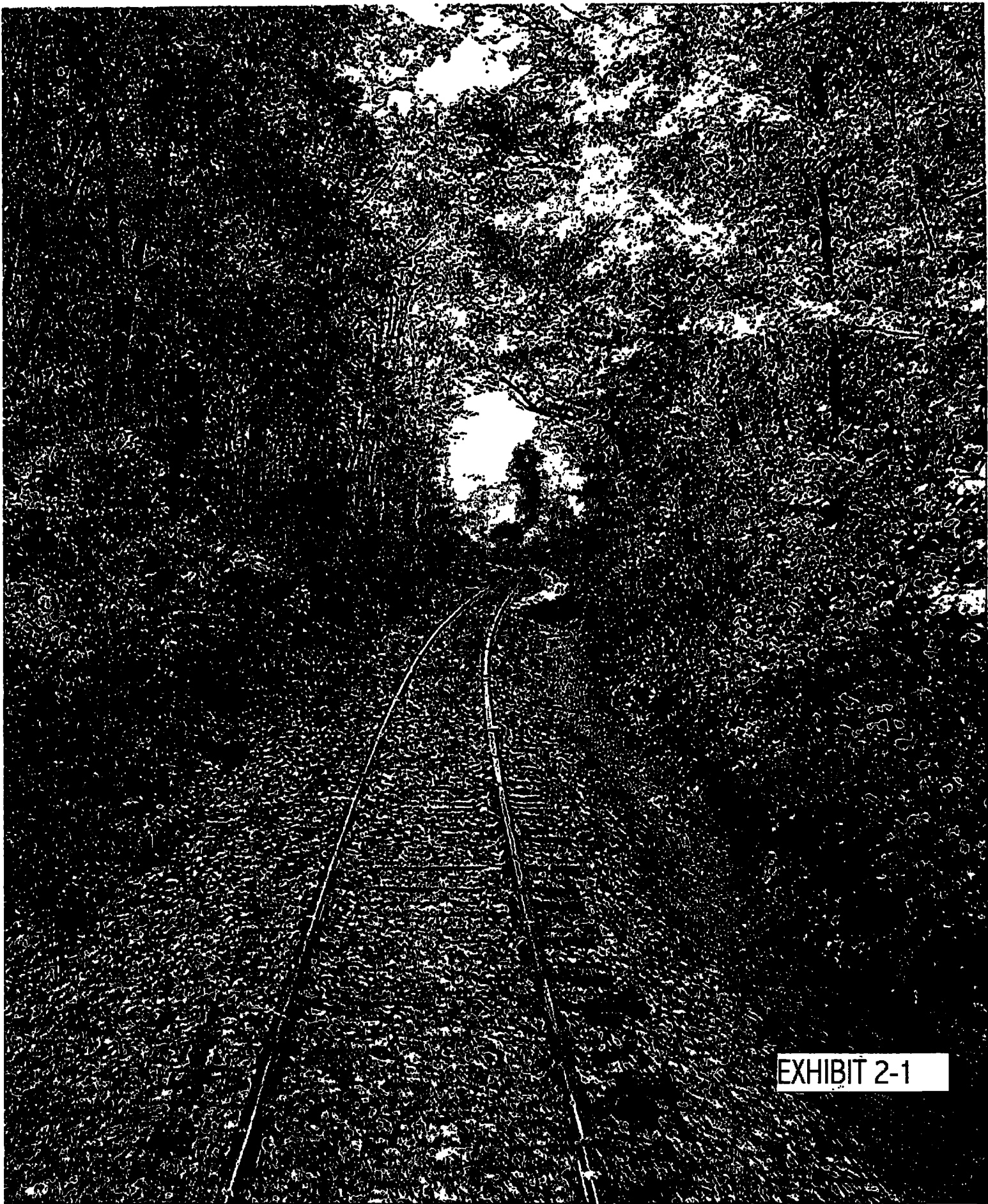


EXHIBIT 2-1

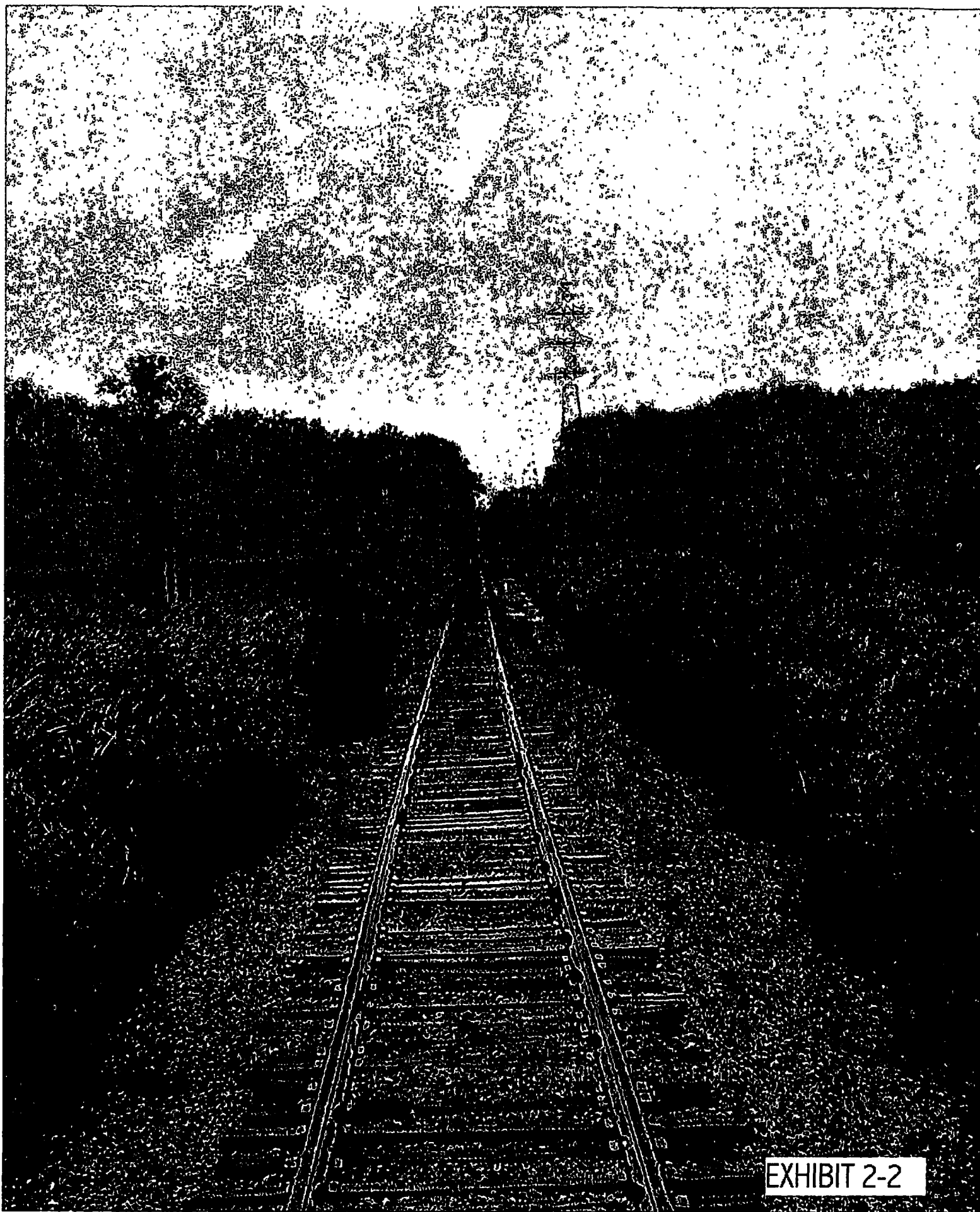


EXHIBIT 2-2



EXHIBIT 2-3



EXHIBIT 2-4



EXHIBIT 2-5

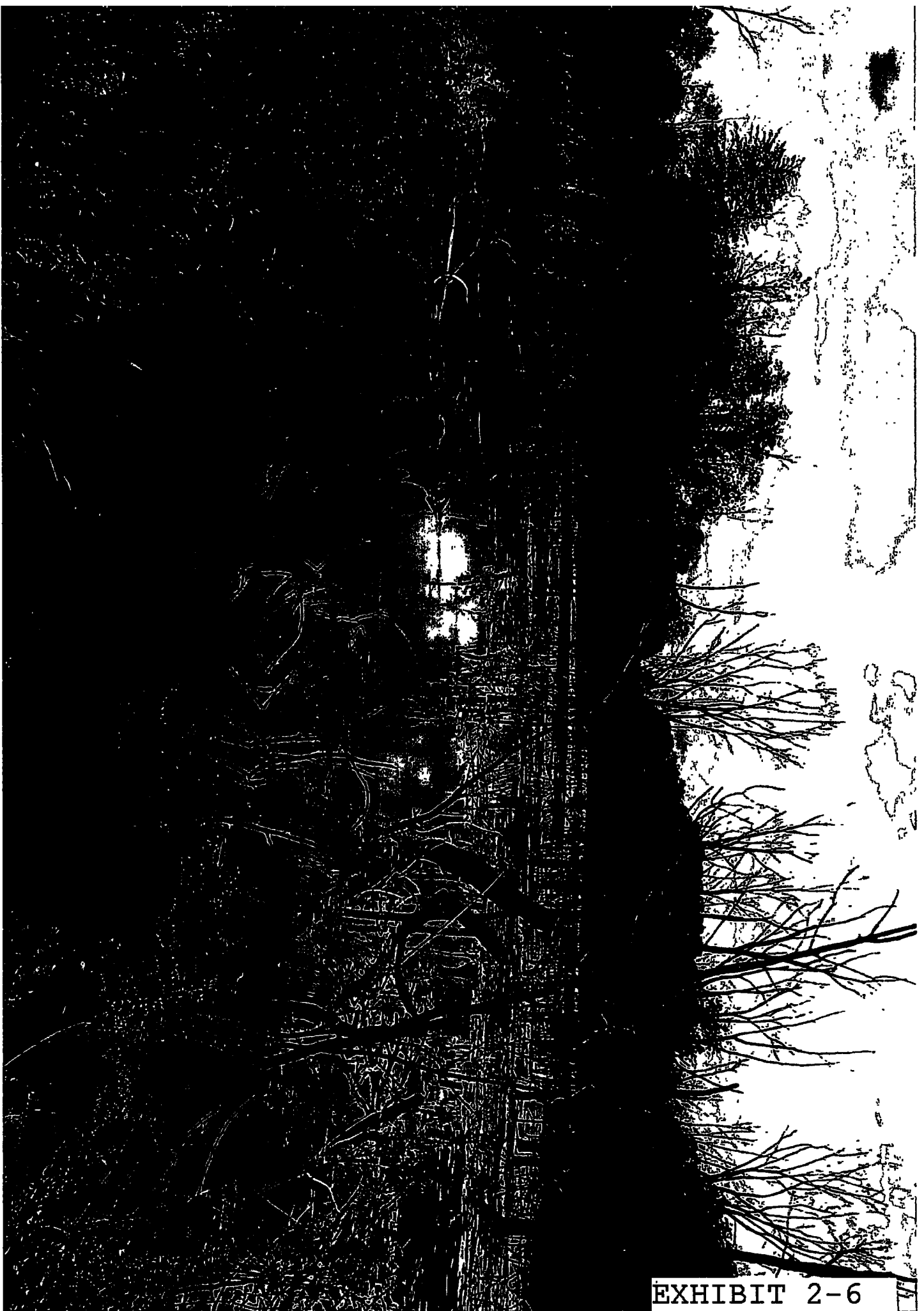


EXHIBIT 2-6

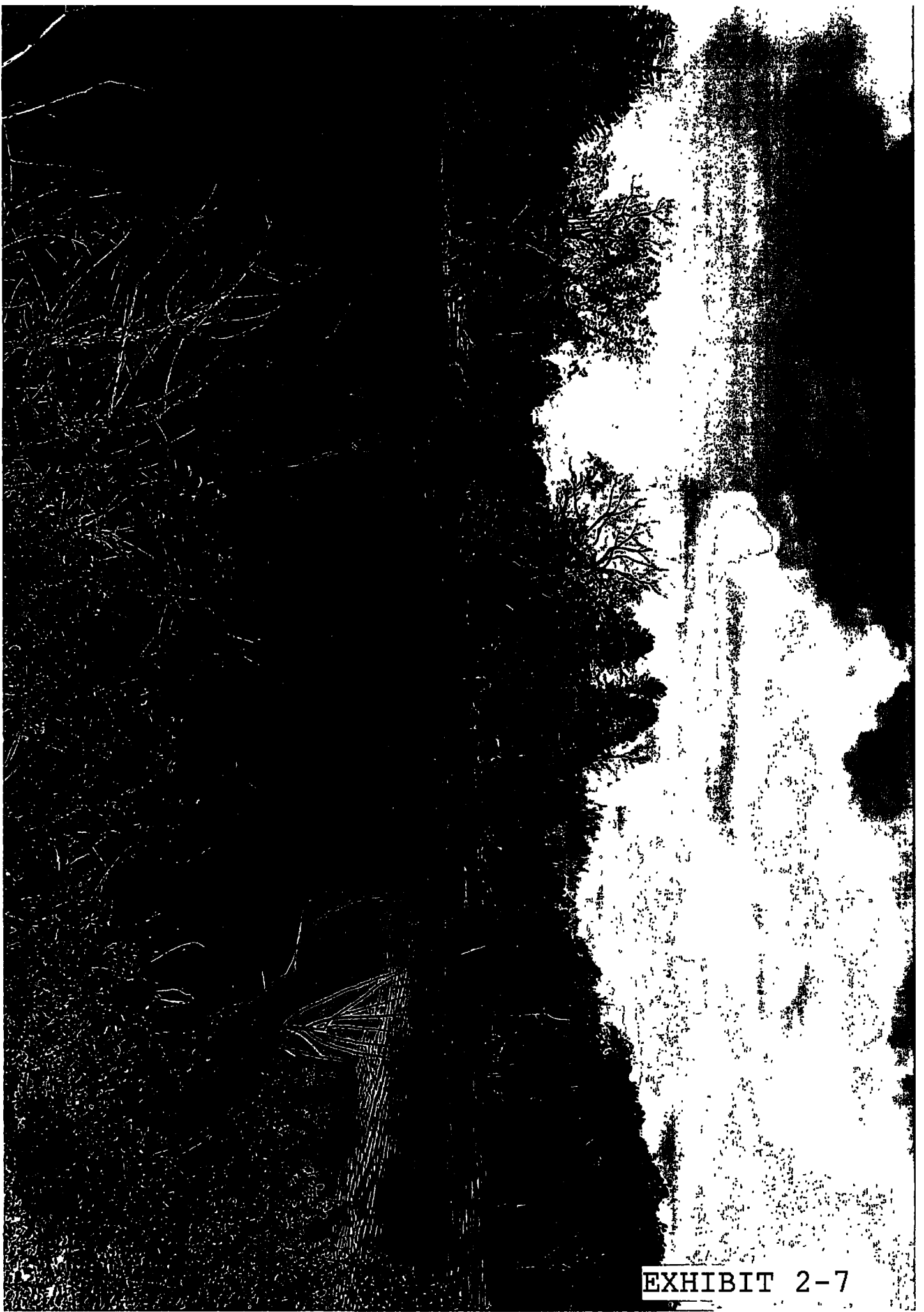


EXHIBIT 2-7

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 3

HISTORIC TIMELINE

Historic Timeline of the Michigan Air-Line Railway Co.

- 1869 – December 9th: Michigan Air Line Railroad opens line from Richmond to Romeo Michigan.
- 1870 – Summer: Michigan Air Line Railroad completes line from Jackson to Homer Michigan.
- 1870 – Autumn: Michigan Air Line Railroad extends line from Homer to Three Rivers.
- 1871 – Early Year: Michigan Air Line Railroad completes line north of Jackson between late 1870 and early 1871.
- 1871 – April 17th: Michigan legislature enacted a law requiring passenger train conductors to announce the next station in all cars.
- 1872 – 1878: Panic & Depression brings most start-up railroads to their knees.
- 1877: Michigan Air Line Railroad is built from Port Huron to Romeo.
- 1878: Depression ends.
- 1877 – 1883: Michigan Air Line Railroad is slowly built to Jackson.
- 1883: Michigan Air Line Railroad reaches Jackson Michigan from Pontiac. Line is now completed through present day operation which includes Wixom to West Bloomfield.
- 1884 – January 1st: Grand Trunk (Michigan Air Line Railway Co.) opens line from Ridgeway to Jackson.
- 1887 – Grand Trunk builds new depot in Walled Lake Michigan. Depot was subsequently used for the offices of Coe Rail Inc.
- 1887 – U.S. Congress creates Interstate Commerce Commission (ICC) to provide for Federal regulation of railroad rates, and ultimately railroads themselves.
- 1923 – Grand Trunk Railway is merged into the Canadian National Railroad (CNR).
- 1928 – CNR consolidates the five railroads that make up the Grand Trunk Railway and renames the company Grand Trunk Western Railway and is the sole US railroad subsidiary of CNR.
- 1984 – Grand Trunk Western Railroad sells the line from Wixom to West Bloomfield to Coe Rail Inc.

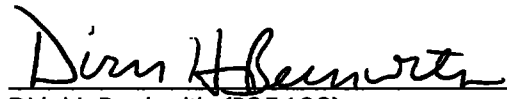
- **2006 – June 2, 2006: Coe Rail is acquired by Railmark Holdings, Inc.**
- **June 28, 2006: The name of Coe Rail, Inc., is changed to Michigan Air-Line Railway Co.**
- **2009 – November 11, 2009. Michigan Air-Line Railway Co. is acquired by Browner Turnout Co.**

CERTIFICATE OF PUBLICATION

49 CFR 1105.12 – Newspaper Notice

I certify that a "Notice of Intent to Abandon" was published in the form prescribed by the Board for an abandonment notice of exemption. The notice was published on June 23, 2010 in The Oakland Press, a newspaper of general circulation in Oakland County, Michigan, where the Line is located. (See attached proof of publication.)

Dated: June 30, 2010

A handwritten signature in black ink, reading "Dirk H. Beckwith", written over a horizontal line.

Dirk H. Beckwith (P35609)
Foster Swift Collins & Smith PC
Attorneys for Michigan Air-Line Railway Co.
32300 Northwestern Highway, Suite 230
Farmington Hills, Michigan 4833-1571
248.539.9900

AFFIDAVIT OF PUBLICATION

(See Attached)

County of Oakland }
STATE OF MICHIGAN, } ss.

Wells Klomp being duly sworn,

deposes and says that I am the *Legal Rep.* of
THE OAKLAND PRESS, a newspaper printed and circulated
daily in Oakland County, Michigan and that I held such
position during the publication of the notice hereto annexed;
that a notice of

Public notice of
which the annexed notice is a true copy, was published in the
said THE OAKLAND PRESS.

one immediately preceding the
said *June* that the annexed printed copy of said notice
was taken from the said newspaper. That the dates of

publication of said notice were

June 23, 2010
and further deponent sayeth not.

Wells Klomp

Subscribed and sworn to before me this *23* day of

June A.D. 2010

Tim M. Grown
NOTARY PUBLIC, OAKLAND COUNTY, MICHIGAN

TINA M. GROWN
NOTARY PUBLIC, STATE OF MI
COUNTY OF LAPEER
MY COMMISSION EXPIRES Mar 30, 2014
ACTING IN COUNTY OF *Oakland*

NOTICE OF INTENT TO ABANDON RAIL LINE

Michigan Air Line Railway Co. hereby gives notice that on or about July 8, 2010, it intends to file with the Surface Transportation Board ("Board"), 395 E Street, SW, Washington, DC 20423, a notice of abandonment under 49 CFR 1152 Subpart F-Exempt Abandonments, permitting the abandonment of approximately 2.57 miles of rail line ("Line") located in West Bloomfield Township, Oakland County, Michigan, extending westerly from Engle's Profile Station 2250+30, at the intersection of the Line and the west line of Arrowhead Road, to Engle's Profile Station 2387+17 at the intersection of the Line and the west line of Haggerty Road. The Line traverses through territory included in United States Postal Service ZIP Codes 48372 and 48323 in West Bloomfield, Oakland County, Michigan. The proceeding will be decided as M-1053.

The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling that office at (202) 245-0305.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as: trails use, public use and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, SW, Washington, DC 20423-0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant's representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance, Section of External Affairs at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Mr. Robert Anderson of the law firm of ALDERSON, ALDERSON, WHEELER, CONKLIN, BUNSHART & CROW, L.L.C., 2101 S.W. 21st Street, Fort Lauderdale, Kansas 66604; by facsimile at (785) 232-1846; by e-mail at rob@aldersonlaw.com; or by telephone at (785) 232-0735; or Dirk H. Beckwith of the law firm of FOSTER, SMITH, COLLINS & SMITH, P.C., 37300 Northwestern Highway, Suite 220, Farmington Hills, Michigan 48334; by facsimile at (248) 538-3418; by e-mail at dbeckwith@fostersmith.com; or by telephone at (248) 539/3978.

Public June 23, 2010

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT E

ENVIRONMENTAL AND HISTORIC REPORT

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

In connection with the above-captioned proceeding, Michigan Air-Line Railway Co. ("MAL Railway") intends to file a notice of exemption with the U.S. Surface Transportation Board ("STB" or "Board") to abandon its rail line located in Oakland County, Michigan. In accordance with the requirements of 49 CFR 1105.7 (Environmental Reports) and 1105.8 (Historic Reports), which provisions apply to rail line abandonments (including, as is the case here, a rail line abandonment under the notice of exemption procedures at 49 CFR Part 1152, Subpart F), MAL Railway hereby submits its consolidated Environmental and Historic Report.

ENVIRONMENTAL REPORT 49 CFR 1105.7(e)(1)-(11)

49 CFR 1105.7(e)(1) Proposed Action and Alternatives

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Michigan Air-Line Railway Co. ("MAL Railway") proposes to abandon 2.37 miles of its rail line ("Line") located entirely in West Bloomfield Township, Oakland County, Michigan, extending westerly from Engineer's Profile Station 2250+20 at the west line of Arrowhead Road to Engineer's Profile Station 2389+72 at the west line of Haggerty Road. By utilizing the two-year-out-of-service notice of exemption procedures at 49 CFR 1152.50, MAL Railway anticipates that it will obtain authority to abandon the Line fifty (50) days after MAL Railway's notice of exemption is filed with the U.S. Surface Transportation Board ("Board") on or after July 8, 2010.

If the proposed abandonment is approved pursuant to the exemption notice, MAL Railway anticipates that, where feasible, it will remove or cause to be removed the rail and other salvageable materials from the Line's roadbed. Once abandonment of the Line has been approved by the Board, MAL Railway has agreed to sell the Line's right-of-way to the Parks & Recreation Commission of West Bloomfield Township, Oakland County, Michigan ("WBPRC") for use as a recreational trail that adjoins the west end of the existing West Bloomfield Trail.

The only alternative to abandonment would be not to abandon the Line and allow it to remain an inactive MAL Railway asset. Because the Line has been inactive for some time, it has not been the subject of any regular maintenance. Accordingly, the proposed abandonment would not result in any material changes to MAL Railway's operations or maintenance practices.

Maps of the Line proposed to be abandoned are attached hereto as Exhibit 1-1 and Exhibit 1-2.

1105.7(e)(2) Transportation System

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

No passenger or freight traffic will be diverted to other modes as a result of the proposed abandonment. There have been no shipments or overhead traffic on the Line for more than two years. Hence, no rail passenger or freight traffic will be diverted to other modes of transportation as a result of the proposed action, and, accordingly, the proposed abandonment should have no adverse effects on regional or local transportation systems and patterns.

1105.7(e)(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

MAL Railway believes the proposed abandonment is consistent with existing local land use plans. In particular, it would appear that the proposed abandonment and subsequent sale of the Line's abandoned right-of-way to WBPRC for use as a recreational trail are entirely consistent with the Oakland County Trails Master Plan ("Master Plan") which was adopted by the Oakland County Parks & Recreation Commission on September 3, 2008. The land adjoining the entirety of the Line includes expansive areas of wetlands and woodlands. This is illustrated by the map attached as Exhibit 1-1. Attached hereto as Exhibit 2 are seven photographs (Exhibits 2-1 through 2-7) taken of selected segments of the Line and the land adjoining the Line. They illustrate the expansive areas of wetlands and woodlands adjoining the Line. Once it is acquired by WBPRC, the Line's abandoned right-of-way will be developed into a recreational trail which will adjoin the existing West Bloomfield Trail. This will partially eliminate the trail "gap" identified in the Master Plan, between the West Bloomfield Trail and the City of Wixom, Michigan.

Draft copies of this report have been sent to Oakland County, Michigan, and the WBPRC, along with a request for their review and comment. To date, MAL Railway has received no response from Oakland County or WBPRC. Should the County or WBPRC respond later to MAL Railway's request for review and comment, MAL Railway promptly will forward relevant information to the Board.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

The proposed abandonment will take place within a residential suburban area (see Exhibits 2-3, 2-4 and 2-5), which includes sizable and wide-open expanses of wetlands and woodlands. This is illustrated by the map attached as Exhibit 1-1 and the photographs attached in Exhibit 2. As such, it is highly unlikely that there is any prime agricultural land that would be affected by the proposed abandonment. A draft copy of this report has been sent to the United States Department of Agriculture, Natural Resources Conservation Service ("USDA/NRCS") along with a request for its review and comment. To date, MAL Railway has received no response from USDA/SCS, but should the agency respond later to MAL Railway's request for review and comment, MAL Railway promptly will forward relevant information to the Board.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.

Based upon a review of a Michigan Department of Natural Resources and Environment ("MDNRE") Coastal Zone Management Program map² and preliminary consultation with MDNRE Coastal Zone Program staff, MAL Railway understands that the Line does not pass through a designated coastal zone. A copy of this report has been sent to MDNRE along with a request for its review and comment. To date, MAL Railway has received no response from MDNRE, but, should the agency respond later to MAL Railway's request for review and comment, MAL Railway promptly will forward relevant information to the Board.

² Available at http://www.michigan.gov/documents/deq/deq-ess-clm-CMPSTAFFMAP_225160_7.pdf.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.

MAL Railway has very good reason to believe that the subject right-of-way is suitable for other non-transportation purposes, for the reasons set forth in response to Part 3(i), above. If the subject abandonment is authorized by the Board, MAL Railway will sell and convey the Line's abandoned right-of-way to the WBPRC, for use as a recreational trail.

1105.7(e) (4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment involves a line of railroad that has not had any local or overhead traffic for well over two years. For this reason, the proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed abandonment will have no effect on overall energy efficiency.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not cause any such rail-to-motor carrier traffic diversions. As indicated above, there is no traffic on the Line, and thus none that would be diverted as a result of abandonment.

1105.7(e)(5) Air

(i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an

average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply.

The above thresholds will not be exceeded as a result of the proposed abandonment.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

To the extent that they apply in this case (an out-of-service rail line abandonment), the above thresholds will not be exceeded as a result of abandonment.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

1105.7(e)(6) Noise

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

None of the thresholds identified in item (5)(i) of this section will be exceeded.

1105.7(e)(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have no detrimental effects on public health and safety. There are at-grade, right-angle crossings of the Line at Haggerty Road, Walnut Lake Road and Halstead Road. If abandonment of the Line is approved by the Board, each of these crossings will be placed in a condition which satisfies the requirements of the public authority having jurisdiction of the crossing. To the extent that the elimination of the rail crossings improves traffic flow and/or road conditions, then it may be said that the proposed abandonment would benefit public safety.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

In July, 2008, a Phase I environmental site assessment ("ESA") was conducted on the Line at the request of the WBPRC, as part of its due diligence that is required for accepting grant funds from the Michigan Natural Resources Trust Fund for the purchase of the Line's abandoned right-of-way from MAL Railway. The Phase I ESA was updated in 2010.

The Phase I ESA identified some stained soils along the Line and, based upon the Phase I ESA results, a limited (one soil boring) Phase II investigation was conducted in one stained location. The company conducting the limited Phase II ESA did not identify any other spills or releases anywhere along the Line other than the intermittent staining of the ties and ballast. The company conducting the limited Phase II ESA took soil and groundwater samples from the boring location. Laboratory analysis of the samples showed concentrations of aluminum, iron, arsenic, copper and selenium above clean-up criteria for residential land use. The presence of these

substances above residential criteria classify this property as a “facility” under Michigan law. The company conducting the limited Phase II ESA attributes the staining along the line as typical for long-term use as a railroad.

1105.7(e)(8) Biological Resources

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

MAL Railway does not believe that the proposed abandonment will have an adverse impact on endangered or threatened species or on any area designated as a critical habitat. In connection with this issue, MAL Railway has sent a copy of this report to the U.S. Fish and Wildlife Service, along with a request for the agency’s review and comment. To date, MAL Railway has not received a response from the U.S. Fish and Wildlife Service, but should the agency respond later to MAL Railway’s request for review and comment, MAL Railway promptly will forward relevant information to the Board.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

The area of land on both sides of Arrowhead Road, the eastern terminus of the Line, contains approximately 162 acres that constitute a nature preserve. Approximately 25 acres of the preserve abut the Line’s right-of-way on the west side of Arrowhead Road. MAL Railway has notified the National Park Service of the proposed abandonment and, with that notification, included a request for the agency’s review of this report and comment upon it. To date, MAL Railway has not received a response from the National Park Service, but, should the agency respond later to MAL Railway’s request for review and comment, MAL Railway promptly will forward relevant information to the Board.

1105.7(e)(9) Water

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

MAL Railway is confident that the proposed abandonment will be accomplished in a manner consistent with applicable water quality standards. In connection with this matter, MAL Railway has notified MDNRE and the United States Environmental Protection Agency (“EPA”) of the proposed abandonment, and, with that notification, included a request for the agencies’ review of this report and their comments upon it. To date, MAL Railway has not received a response from MDNRE or EPA, but, should these agencies respond later to MAL Railway’s request for review and comment, MAL Railway promptly will forward relevant information to the Board.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

MAL Railway believes that no permits under section 404 of the Clean Water Act would be required for the proposed abandonment. In connection with this issue, MAL Railway has sent a copy of this report to the U.S. Army Corps of Engineers – Detroit District (“USACE”), along with a request for its input and comment upon the report. To date, MAL Railway has not received a response from USACE, but, should the agency respond later to MAL Railway’s request for review and comment, MAL Railway promptly will forward relevant information to the Board.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

MAL Railway believes that no permits under section 402 of the Clean Water Act would be required for the proposed abandonment. Upon obtaining authority to abandon the Line, any track removal would be accomplished via access over the existing railroad right-of-way, along

with existing access over the various public streets that cross the Line. MAL Railway does not intend, to the extent that it will salvage the track, to create any access roads to reach the various sections of the Line. In addition, MAL Railway does not intend to perform any activities that would cause sedimentation or erosion of the soil, and it does not anticipate any dredging or use of fill in removal of the track material. No debris will be discarded along the right-of-way as a result of salvage activities, nor will it be placed or deposited into streams or wetlands, or along the banks of such waterways. Any work along the right-of-way will be subject to appropriate measures to prevent or control spills from fuels, lubricants or any other pollutant materials. It is for all of the above reasons that MAL Railway does not believe that any permits under Section 402 of the Clean Water Act will be required.

As indicated in Section (9)(i), above, MAL Railway has sent copies of this report, along with requests for review and comment, to MDNRE and EPA, but has not yet received a response from either agency.

1105.7(e)(10) Proposed Mitigation

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

There will be no adverse environmental impact within the subject project area as a result of the proposed rail line abandonment; therefore, mitigation will not be necessary.

1105.7(e)(11) Additional Information for Rail Construction

Not applicable.

**HISTORIC REPORT
49 CFR 1105.8(d)(1)-(9)**

1105.8(d) Proposed Action and Alternatives

The Board's rules governing Historic Reports require that such reports contain the same information regarding the "proposed action and alternatives" as is required by section 1105.7(e)(1) in connection with Environmental Reports. Because this document is a consolidated Environmental and Historic Report, detailed information concerning the "proposed action and alternatives" is set forth in the preceding Environmental Report section of this document, and MAL Railway hereby incorporates here by reference the information provided above in response to the requirements of section 1105.7(e)(1).

1105.8(d)(1) Map

A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

See Exhibit 1-2. This map, along with a copy of the subject report, has been supplied to the Michigan State Historic Preservation Office ("MSHPO") for the agency's review and comment, along with an Application for Section 106 Review that the MSHPO requested be included with the advance copy of this report. To date, MAL Railway has not received a response from the MSHPO, but, should the agency respond later to MAL Railway's request for review and comment and/or to its Application for Section 106 Review, MAL Railway promptly will forward relevant information to the Board. A copy of the proposed Environmental and Historic Report also was provided to the National Geodetic Survey ("NGS") with a request for that agency's review and comment. The NGS responded to this request by email on June 24, 2010. A copy of that email response is attached hereto as Exhibit 4.

1105.8(d)(2) Description of Right-of-Way

A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

The Line's right-of-way is approximately 2.37 miles in length, and is generally 50 feet in width. The subject right-of-way includes three (3) at-grade crossings [see response to 1105.7(a)(7)]. The topography around the Line is generally flat and the surrounding area is residential suburban in character.

1105.8(d)(3) Photographs

Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area

There are no structures on the Line that are 50 years old or older.

1105.8(d)(4) Background Information on Structures of Interest

The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.

Not applicable.

1105.8(d)(5) History of Carrier Operations in the Area

A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.

As background information, MAL Railway had its origin shortly after the Civil War. It was a consolidation of the Michigan Air-Line Railroad Company and the Grand Trunk Railway Company of Indiana, with the Articles of Consolidation being dated July 14, 1868. Attached hereto as Exhibit 3 is a Historic Timeline reflecting the various changes in ownership and operations of MAL Railway to the present.

The Michigan Air-Line Railroad Company laid rails from Richmond to Romeo in 1869. In the 1870s, Michigan Air-Line Railroad was operated under agreement with Michigan Central Railroad, which eventually acquired a majority of the capital stock of Michigan Air-Line Railroad. The planned main line from Wiles to Richmond was never completed, due to financial problems and depression. This caused a segment of the line to become an isolated, dead-end branch line. The last part of the line was sold and then leased to a Company that went bankrupt

in 1873, which resulted in the sale of the line at foreclosure and the reorganization of the company in 1875 as Michigan Air-Line Railway Co. The Michigan Air-Line Railway Co. was operated by its stronger shareholder, Grand Trunk Railway, which eventually merged into Canadian National Railroad and renamed as Grand Trunk Western Railway. Today, the only segment of the original Michigan Air-Line Railroad and Michigan Air-Line Railway Co. lines that have not been abandoned is the last segment from Wixom, Michigan to West Bloomfield Township in Oakland County, Michigan. The proposed abandonment pursuant to exemption notice includes the eastern 2.37 miles of that segment.

1105.8(d)(6) Summary of Documents in MAL Railway's Possession

A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

Not applicable.

1105.8(d)(7) Opinion Regarding Historic Character of Structures

An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).

As reflected above, review of MAL Railway's records indicates that no structure exists on the Line that is more than 50 years old. MAL Railway also is unaware of any archeological resources or any other previously unknown historic properties.

1105.8(d)(8) Known Ground Disturbance or Environmental Conditions

A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

A portion of the Line was constructed on a series of cut and fills which appear to date back to the Line's original construction. (MAL Railway has no records to confirm that the

subject cut and fills are original to the line, but it is MAL Railway's opinion that this is the case.) Over the years, track work and/or construction likely took place on the Line, while it was still in operation. Original track construction, and subsequent track work and maintenance may have disturbed the potential for recovery of archaeological resources along the Line. MAL Railway is not aware of any environmental conditions that would otherwise affect the archaeological recovery of resources.

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

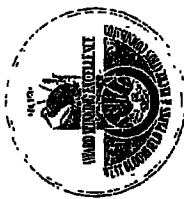
**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 1

MAPS

Michigan Air-Line Railway Acquisition

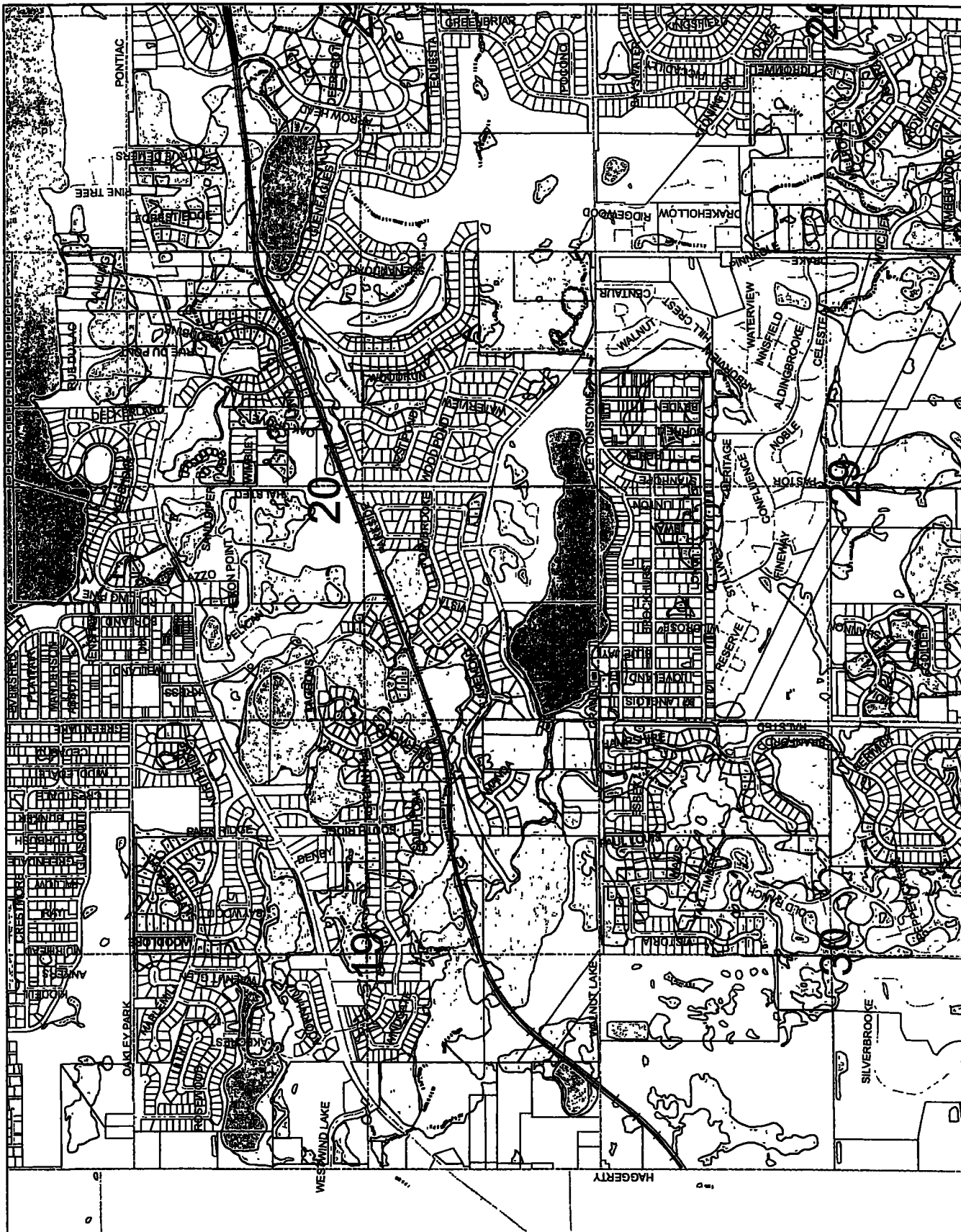


Legend	Existing Trail
	Railroad
	Stream
	Road Centerline
	Parcel Lines
	Sediment
	Ponds
	Retention detention
	Wetlands
	Woodlands
	Lakes



0 250 500 1,000 Feet

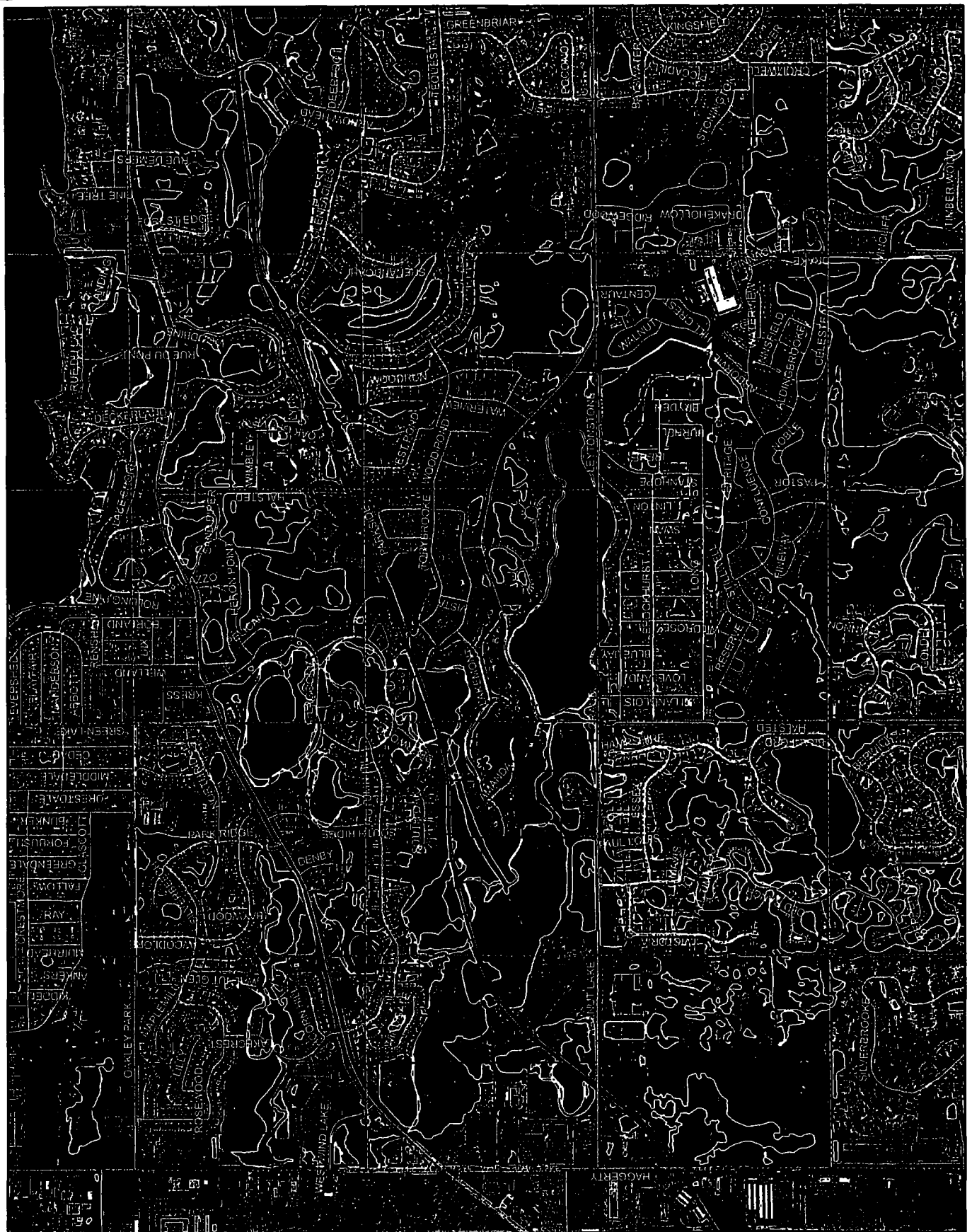
This map was created by Cindy Summerfield, GIS Specialist for West Bloomfield T. Dept.



Michigan Air-Line Railway Aquisition



2006 Aerial
Legend



**BEFORE THE
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- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 2

PHOTOGRAPHS

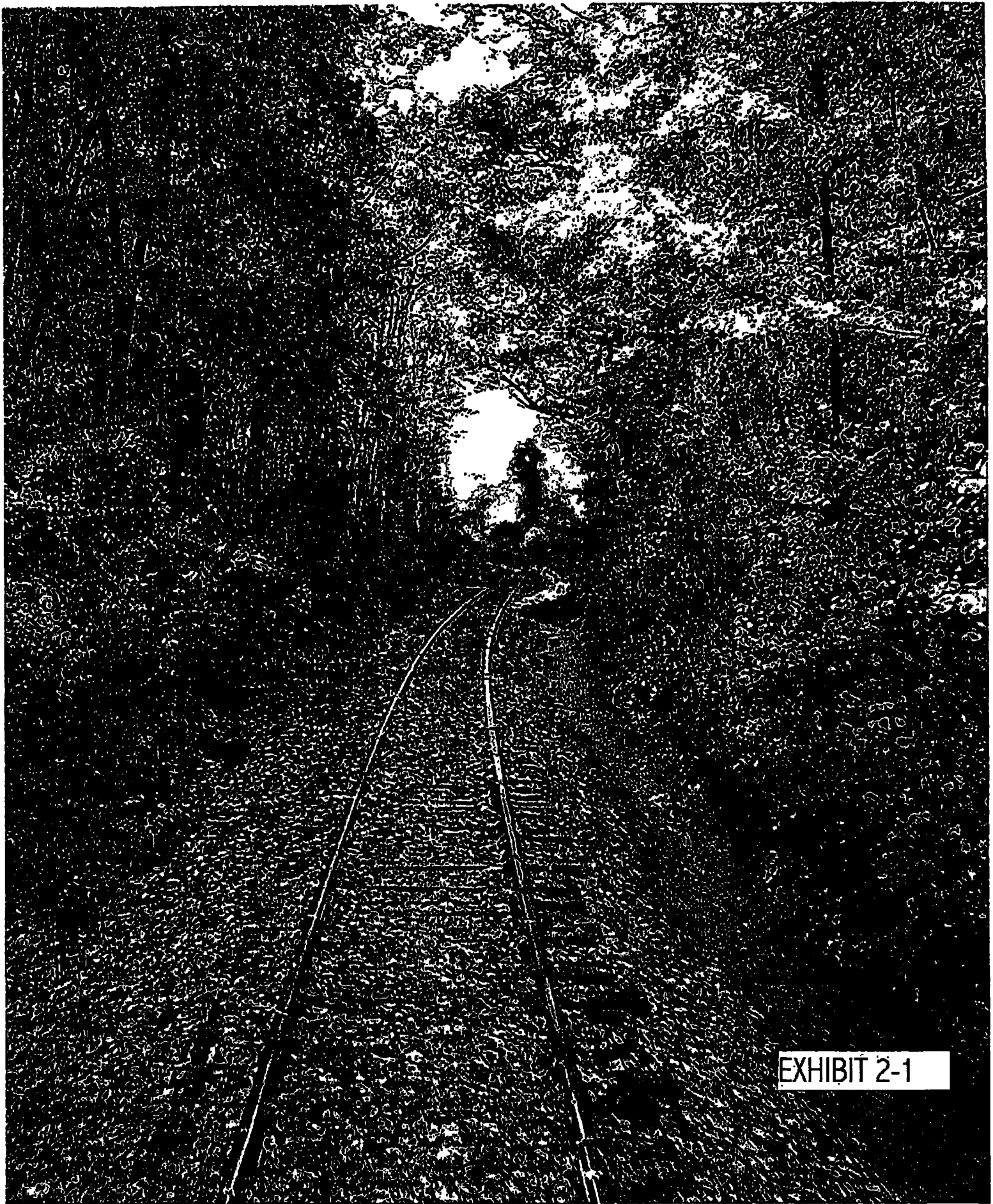


EXHIBIT 2-1

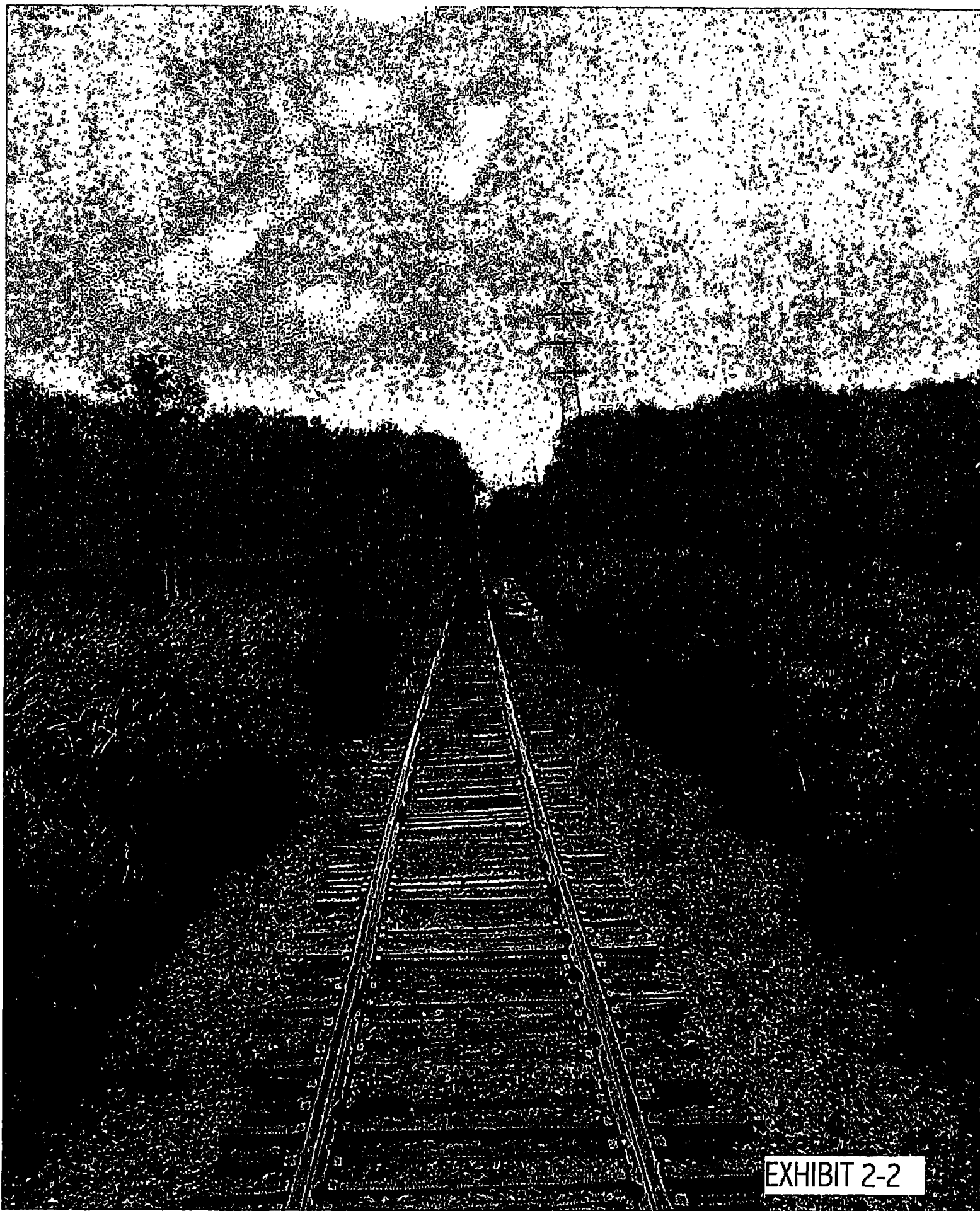


EXHIBIT 2-2



EXHIBIT 2-3



EXHIBIT 2-4



EXHIBIT 2-5

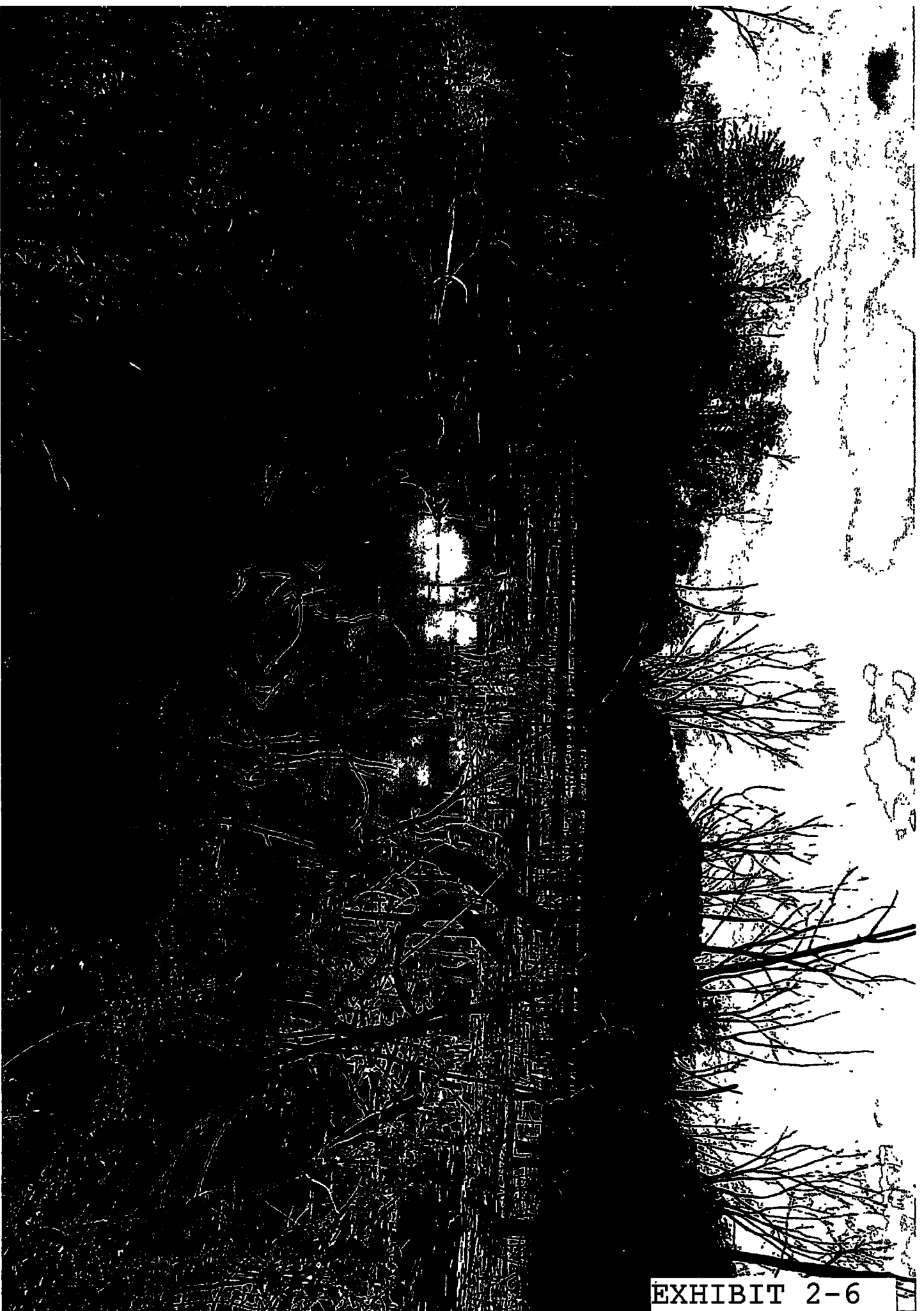


EXHIBIT 2-6



EXHIBIT 2-7

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 3

HISTORIC TIMELINE

Historic Timeline of the Michigan Air-Line Railway Co.

- 1869 – December 9th: Michigan Air Line Railroad opens line from Richmond to Romeo Michigan.
- 1870 – Summer: Michigan Air Line Railroad completes line from Jackson to Homer Michigan.
- 1870 – Autumn: Michigan Air Line Railroad extends line from Homer to Three Rivers.
- 1871 – Early Year: Michigan Air Line Railroad completes line north of Jackson between late 1870 and early 1871.
- 1871 – April 17th: Michigan legislature enacted a law requiring passenger train conductors to announce the next station in all cars.
- 1872 – 1878: Panic & Depression brings most start-up railroads to their knees.
- 1877: Michigan Air Line Railroad is built from Port Huron to Romeo.
- 1878: Depression ends.
- 1877 – 1883: Michigan Air Line Railroad is slowly built to Jackson.
- 1883: Michigan Air Line Railroad reaches Jackson Michigan from Pontiac. Line is now completed through present day operation which includes Wixom to West Bloomfield.
- 1884 – January 1st: Grand Trunk (Michigan Air Line Railway Co.) opens line from Ridgeway to Jackson.
- 1887 – Grand Trunk builds new depot in Walled Lake Michigan. Depot was subsequently used for the offices of Coe Rail Inc.
- 1887 – U.S. Congress creates Interstate Commerce Commission (ICC) to provide for Federal regulation of railroad rates, and ultimately railroads themselves.
- 1923 – Grand Trunk Railway is merged into the Canadian National Railroad (CNR).
- 1928 – CNR consolidates the five railroads that make up the Grand Trunk Railway and renames the company Grand Trunk Western Railway and is the sole US railroad subsidiary of CNR.
- 1984 – Grand Trunk Western Railroad sells the line from Wixom to West Bloomfield to Coe Rail Inc.

EXHIBIT 3
Page 2 of 2

- **2006 – June 2, 2006: Coe Rail is acquired by Railmark Holdings, Inc.**
- **June 28, 2006: The name of Coe Rail, Inc., is changed to Michigan Air-Line Railway Co.**
- **2009 – November 11, 2009. Michigan Air-Line Railway Co. is acquired by Browner Turnout Co.**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

STB DOCKET NO. AB-1053

**MICHIGAN AIR-LINE RAILWAY CO.
- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION -
LINE IN OAKLAND COUNTY, MICHIGAN**

ENVIRONMENTAL AND HISTORIC REPORT

EXHIBIT 4

RESPONSE OF NATIONAL GEODETIC SURVEY

Bob Alderson

From: Simon Monroe [Simon.Monroe@noaa.gov]
Sent: Thursday, June 24, 2010 3:25 PM
To: Bob Alderson
Cc: dbeckwith@fosterswift.com, Surface Transportation Board; Surveyorlady@yahoo.com; Dave.Rigney@noaa.gov; Gilbert Mitchell; Simon Monroe
Subject: [NGS Response, STB Docket AB-1053]

Thank you for sharing your railroad abandonment environmental report for West Bloomfield, Oakland County, MICHIGAN.

Approximately 03 geodetic survey marks may be located in the area described. If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads/>

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|....|NE0379|. 2|88/ADJUSTED|N423309.....|W0832621.....|C...|R 106  
|....|NE0380|. 2|88/ADJUSTED|N423334.....|W0832542.....|C...|44 1/2  
|....|NE0382|. 2|88/ADJUSTED|N423351.....|W0832435.....|C...|43 1/2
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